



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

JUL 2003
Received
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DIST. TWO

July 18, 2003

ER 03/508

Mr. Norman R. Stoner, P.E.
Division Administrator
Federal Highway Administration
3250 Executive Park Drive
Springfield, Illinois 62703

Dear Mr. Stoner:

The U.S. Department of the Interior (Department) has reviewed the May 2003 Draft Environmental Impact Statement (DEIS) for US-20 (FAP 301), from SR-84 north of Galena to Bolton Road northwest of Freeport, in Jo Daviess and Stephenson Counties, Illinois. The DEIS adequately addresses the concerns of the Department regarding fish and wildlife resources, as well as species protected by the Endangered Species Act. We find the preferred alternative acceptable with respect to these resources and species. The Department offers the following comments and recommendations for your consideration with respect to other aspects of the proposed action.

National Rivers Inventory

The DEIS correctly indicates that two rivers in the project area, the Apple and the Pecatonica, are listed on the National Rivers Inventory (NRI). The NRI is a register of rivers that may be eligible for inclusion in the National Wild and Scenic River System. These rivers were included on the NRI based upon their free-flowing condition, the degree to which the rivers and their corridors are undeveloped, exceptional water quality, and the outstanding natural and/or cultural characteristics of the rivers and their immediate environments. Section 5(d) of the National Wild and Scenic Rivers Act requires that, "In all planning for the use and development of water and related land resources, consideration shall be given by all Federal Agencies involved to potential national wild, scenic and recreational river areas."

Section E.6.2 of the Summary (page S-9) and Subsection 4.7.1.1 (page 4-88) indicate that the proposal includes construction of bridge crossings over the Apple River. The DEIS states that "the final overall bridge lengths, number of spans and number and types of substructure units will be determined during the final design phase. The bridges will be designed to avoid and minimize impacts to the scenic and recreational values of the Apple River." While we are pleased the Federal Highway Administration will seek to avoid and minimize impacts to the outstandingly

remarkable values (ORV's) of the NRI rivers, it is our experience that bridges will inevitably lead to scenic impacts and, consequently, impacts to recreational values. The DEIS fails to discuss the magnitude of impact to ORV's that would be associated with additional crossings. We recommend that the Final EIS include an evaluation of the direct, indirect, and cumulative impacts to the ORV's associated with the proposed bridge crossings. We recognize that fully avoiding these impacts would require eliminating river crossings altogether, which is not a feasible option if the purpose of and need for the project is to be met.

Section 4.15 (page 4-158) identifies commitments and mitigation measures that will be implemented to reduce impacts of the proposed project. Please include measures to minimize impacts to the free flowing condition, scenic, and recreational resource values of the Apple River. We recommend minimizing removal of riparian trees and vegetation within the NRI stream corridor; the incorporation of design features, such as the use of naturally tinted concrete piers and abutments for any bridge work to minimize visual intrusions; and the use of native plantings along the stream bank corridor. Aggressive erosion and sediment controls should be in place throughout the duration of the project. If deemed necessary, we suggest the use of native rock materials and other "soft" hardening techniques, rather than the use of rock rip-rap. We also recommend that consideration be given to moving the bridge crossings approximately 100 feet to the northeast and orienting the crossings as closely as possible to perpendicular to the river if such a modification would still allow the highway to meet design standards while reducing the potential need to have any of the bridge piers in the waterway.

Groundwater Resources

Subsection 2.8.1.6, second paragraph (page 2-52): The paragraph asserts that the project will not violate the 200-foot radius wellhead protection setback zone because it does not introduce a new source or route of ground-water pollution. The paragraph describes examples of sources as bulk road oil or deicing salt storage facilities. However, washoff from the roadway is identified as a potential source of ground-water contamination in Subsection 2.8.1.7 Groundwater Quality, page 2-53, second paragraph. Substances that could be present in the washoff include vehicle deposits, such as exhaust, rubber particles from tires, and fluid leaks; deicing salts; and herbicides used to control roadside vegetation. We recommend that the last two sentences of the second paragraph of subsection 2.8.1.6 be removed or revised to indicate that washoff could affect ground-water supplies and to make this paragraph consistent with the one on page 2-53. The same discussion of "sources" occurs in the first full paragraph on page 4-78 and should be similarly modified.

The Department has a continuing interest in working with the Federal Highway Administration and Illinois Department of Transportation to ensure that impacts to resources of concern to the Department are adequately addressed. If you have questions regarding the NRI comments, please contact Ms. Sue Jennings, Regional Environmental Coordinator, National Park Service, Midwest Regional Office, 1709 Jackson Street, Omaha, Nebraska 68102, phone: 402-221-3493.

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We appreciate the opportunity to provide these comments.

Sincerely,

Michael T. Chezik

Michael T. Chezik
Regional Environmental Officer

cc: Mr. Gregory L. Mounts, P.E.
District Engineer
Illinois Department of Transportation
819 Depot Avenue
Dixon, Illinois 61021-3500

Mr. Gregory L. Mounts, P.E.

District Engineer

100+

819 Depot Ave

Dixon, Ill 61021-3500

7-20-03

Dear Mr. Mounts,

It has been brought to my attention that the proposed Route 20 Freeway would be a NRETH corridor under the provisions of the Transportation Act for the 21st Century. The DEIS, recently published, not address the environmental impacts of a high volume of truck traffic which the Freight Analysis Framework of US DOT has predicted will use the NRETH superhighway system.

The state of Illinois is a leading proponent of all Mod American superhighway Coalition. It is therefore no surprise that, quibbles of the subject upon Jo Daviess and Stephenson counties, much of the support for the Route 20 Freeway originates in that state.

The unique character of the countryside in Jo Daviess County does not lend itself to the construction of the proposed Freeway with the requirements of bridges spanning more than 1500 feet, massive embankments and leveling.

The lack of full disclosure as required by NRETH makes the DEIS unreliable as a basis for assuming the need to build the project.

Please confirm that the letter will be part of any documentation sent to the Federal Highway Authority.

2600 W. Longfellow Rd
Bismarck, N.D. 58102
Alan W. Baird

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ENVIRONMENTAL IMPACT OF THE ACTION

LO—Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC—Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

EO—Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU—Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1—Adequate

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2—Insufficient Information

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3—Inadequate

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of Federal Actions Impacting the Environment.

cc: Gregory Mounts
District Engineer
Illinois Department of Transportation

Steve Hamer
Transportation Review Program
Division of Natural Resources Review
Illinois Department of Natural Resources



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

Studies & Plans
FAP Route 301 (US 20)
Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviess and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study – Galena to Freeport

August 20, 2003

Mr. Les Graham
253 Carver Street
Winslow, Illinois 61089

Dear Mr. Graham:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/jgraham



Illinois Department of Transportation

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August 20, 2003

Mr. Jim Cichock
515 North Court Street
Rockford, Illinois 61103

Dear Mr. Cichock:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/cichock



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August 20, 2003

Mr. Paul Holz
1468 South Burchard Road
Freeport, Illinois 61032

Dear Mr. Holz:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/bg/holz



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. John Cox
JDS Four Lane Highway Association
612 Spring Street
Galena, Illinois 61036

Dear Mr. Cox:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/bg/cox



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Gary Vehmeier
8481 North Lake Road
Lena, Illinois 61048

Dear Mr. Vehmeier:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has looked at your suggestions regarding a second interchange for Lena. However, due to overall cost and system benefit, the interchange suggestions have not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US 20 freeport galena/bg/vehmeier



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Jim Leamy
11882 Dunnloggin Road
Lena, Illinois 61048

Dear Mr. Leamy:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/bg/leamy



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Gerald Estes
Ms. Annette Yonke
10405 Bellevue Road
Orangeville, Illinois 61060

Dear Mr. Estes and Ms. Yonke:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

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Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US20 Freeport Galena/lbg/estes yonke

Page 2
US 20 Glacier Shadow Pass Study

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 Freeport Galena/lbg/cassidy



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Michael Cassidy
26 Northwest Avenue
Freeport, Illinois 61032

Dear Mr. Cassidy:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

In your comments you expressed a concern that borrow pits and interchanges have a pleasant appearance. The Department is also very concerned about the aesthetic impacts throughout the project. The location and use of all borrow pits will follow the requirements and specifications as set forth in policy. Our policy states, in part, that "Under no condition shall borrow sites detract from the appearance of the natural topographic features..." Specific requirements restrict location sideslopes and surface treatments, all geared toward improving aesthetics and reducing environmental impacts. As for interchanges, the primary goal of the Department is to provide a safe facility for the public. Be assured the Department identifies and assesses any natural and environmental impacts and weighs the costs against the benefits before making decisions as to the design of various components of any project.



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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Bob and Shirley Kleckner
465 West Columbia Avenue
Stockton, Illinois 61085

Dear Mr. and Mrs. Kleckner:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

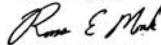
The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

Enclosure

ST/vy-0106 us glacier 2 rnpns/pk



Illinois Department of Transportation

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US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Chris Isbell
Stephen County Highway Engineer
295 West Lamm Road
Freeport, Illinois 61032

Dear Mr. Isbell:

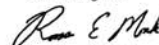
Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has looked at your suggestions regarding a second interchange for Lena and the extension of A.Y.P. Road. However, due to overall cost and system benefit, the interchange suggestions have not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/lbg/isbell

Page 2
US 20 Glacier Shadow Pass Study

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternatives, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviss County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.



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August 20, 2003

Mr. Albert Scheider
216 Valleyview Drive
Box 82
Orangeville, Illinois 61060

Dear Mr. Scheider:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

In your comments, you expressed a concern that speeding causes many accidents on Route 20. The Illinois Department of Transportation can only designate speed limits. The enforcement of speed limits is the responsibility of the State Police or local law enforcement agencies.

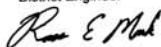
You expressed an understandable concern about the maintenance and/or snow removal for a new highway. The Department makes every effort to provide the highest quality service level on all roadways in our jurisdiction and will continue to do so. Ongoing maintenance costs represent a substantial portion of IDOT's annual budget, and increases in maintenance expenses have been considered in the decisions made. District 2 has been a leader in applying innovative materials and utilizing the latest technologies in all of our maintenance activities (e.g. weather monitoring technologies) to aid in minimizing poor road conditions. Note that the 12-county District 2 area currently has about 5000 lane miles, so the increased maintenance responsibility would be less than four percent. State-wide the percentage would be well below one percent.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/lbg/scheider



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

PROGRAM DEVELOPMENT

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Section 43-1, -2, -3, -4, -5 & 177-1
JoDaviss and Stephenson Counties
Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Dennis Hamilton
10664 East Rush Town Road
Stockton, Illinois 61085

Dear Mr. Hamilton:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

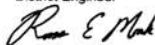
The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us20 Freeport Galena/lbg/hamilton



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Bill Borsdorf
11752 US 20 East
Stockton, Illinois 61085

Dear Mr. Borsdorf:

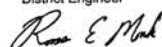
Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

As part of the land acquisition process, IDOT's policy is to pay fair market value for properties acquired. In some cases, only a portion of a parcel will be acquired. In these situations, separated parcels would remain the property of the current owner. In order to determine our "offer to purchase", an appraiser compares the market value of the original property versus the market value of the remaining parcel(s). The difference in these values is considered the fair acquisition price, since all factors that affect the value of the property to be acquired, as well as damage to the remaining property, are considered.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us 20 freeport galena/full input/borsdorf



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. William James
204 East Baldwin Street
P. O. Box 103
Apple River, Illinois 61001

Dear Mr. James:

Thank you for your comments provided as part of the Illinois Department of Transportation's Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

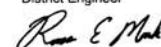
The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

St/us20 Freeport Galena/lbg/james



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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Ms. Sharon Shaw
814 East Empire Street
Freeport, Illinois 61032

Dear Ms. Shaw:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department has considered your suggestion regarding the area near Woodbine. However, due to system benefit and design criteria, your suggestion has not been implemented. The selection of the preferred alternate, including the location of interchanges, involved detailed engineering studies and extensive local coordination.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing economic development and recreational activity within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

To meet the transportation needs identified for the U.S. Route 20 corridor, the alternates evaluated were a No-Action Alternative and two Build Alternates, an expressway and freeway, both of which would be constructed as four-lane facilities.

Under the No-Action Alternative, the proposed project would not be constructed or implemented. However, this would perpetuate a functionally obsolete facility. The No-Action Alternative would not reduce congestion, improve traffic safety, provide system continuity, improve community access or meet the demands of economic development and recreational growth in the region.

The Department has found that the Freeway Alternates would address traffic safety in the project corridor to a much higher degree than would the Expressway Alternates, due to the exclusion of at-grade intersections and the introduction of grade-separated interchanges. The Department's traffic crash data supports recent research indicating that grade-separated interchanges provide a much greater level of safety than at-grade and signalized intersections, such as would be constructed with the Expressway Alternates. Concerns regarding expressway safety would become more and more pertinent in the future as local development continues and opportunities for conflicts increase.

Based on its social, economic, environmental and engineering design studies, input from the general public and the recommendations of the U.S. Route 20 Advisory Council (made up of five regional Work Groups comprised of local officials and citizens), the Department has determined that Alternate 2, the Long Hollow Freeway with the South Simmons Mound variation, is the Preferred Alternate.

To summarize the findings of the Draft Environmental Impact Statement, the Department has found that compared to the other Build Alternates, Alternate 2:

1. has the least negative impact on environmental resources such as natural areas and threatened and endangered species;
2. best preserves prime and important farmland while minimizing adverse travel for farm operations and incompatible traffic mixing for farm vehicles;
3. best facilitates the travel and market access needs of the local communities;
4. provides the best opportunity to facilitate contiguous growth and development for communities in the U.S. Route 20 corridor;
5. generally avoids construction on or near ridge tops, thus making it consistent with JoDaviess County land-use initiatives;
6. provides for the maximum use of existing U.S. Route 20 as a scenic route for travelers;
7. supports the Stephenson County Comprehensive land-use plan which recommends a four-lane freeway; and
8. is one of the least costly alternates to build.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 Freeport Galena/lbg/shaw



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Dick Shouer
24 Coates Place
Freeport, Illinois 61032

Dear Mr. Shouer:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of the proposed action is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Thank you for your support of this important highway improvement project. Your comments will become a permanent part of the project record.

If you have any questions or need additional information, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer

Ross E. Monk

By: Ross E. Monk
Engineer of Program Development

St/US 20 Freeport Galena/lbg/shouer



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Armando Villa
Ms. Darla Kehn-Villa
826 South Rocky Hill Road
Galena, IL 61036

Dear Mr. Villa and Ms. Kehn-Villa:

Thank you for your many comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

This project is needed for the reasons described in the Draft Environmental Impact Statement (DEIS). These include recent and ongoing growth in tourism and second home communities; as well as industrial, mixed-use, and single-family home developments. Safety concerns on the existing system are extensive, and also drive the purpose and need.

Increased tourism and development have led to an increase in traffic along U.S. Route 20. Current IDOT criteria state that a four-lane facility is often justified when traffic reaches the two-way 30th highest hourly volume of the year of 800 vehicles. Currently almost the entire length of U.S. Route 20 within the project study area exceeds the 800 vehicles per hour, ranging from 780 to 1100 vehicles per hour. This means that most of U.S. Route 20 within the study area should be four lanes, not two lanes.

Although expressways exist both east of Freeport and west of Galena, both traffic demands and safety concerns are clearly better addressed by a freeway.

The importance of having a continuous four-lane roadway from Rockford, Illinois to Waterloo, Iowa is to remove two-lane "bottle-necks" where traffic is restricted by slow moving vehicles and numerous points of conflicts (with traffic entering and exiting the roadway) such as along existing U.S. Route 20 within the project study area.

Your suggestion of building a two-lane road along the alignment of the Preferred Alternate would not meet the purpose and need for the project since projected traffic would be higher than 800 vehicles per hour and therefore a four-lane facility would be needed.

You may make an appointment to visit the District office in Dixon to view the accident data for the past 20 years. The sheer volume of the data makes it infeasible to include it with this letter. Details regarding the inadequacy of the existing facility can also be reviewed at the Dixon Office.

The cost to build the Preferred Alternate cannot be effectively compared to the cost of constructing Interstate 39 because of drastic difference in terrain between the two projects. Interstate 39 is located in a relatively flat part of the state while U.S. Route 20 has a more severe topography. Not only is the earthwork cost relatively high, but the cost of bridging the many rivers, creeks and valleys raises the construction cost of U.S. Route 20. We cannot ignore the need for transportation improvements in this area due to relatively high costs.

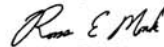
A northerly alignment, the Scales Mound Alternate, was considered by IDOT. The reasons for dismissing this alternate include lack of adequate access to local communities and the Galena Territory, failure to adequately reduce traffic demand along existing U.S. 20, and continuing safety concerns for existing U.S. 20. Refer to pages 3-19 to 3-26 in the DEIS.

The Visual Impact Analysis concluded that the proposed project, with appropriate landscaping as well as structural and roadway design, can be constructed to limit significant, adverse, and long term impacts to the existing aesthetic qualities of the project area. Visual impact reduction recommendations as identified in the Draft Environmental Impact Statement will be incorporated into the final design to ensure that the proposed highway will function to complement the natural landscape. All possible measures will be employed to enhance the views of the road and views from the road.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

attachment

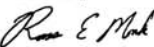
St/us 20 freeport galena/tbg/villa

In your comments, you expressed concern about the drainage tiles on your farm being affected by this project. Typically, when field tile is encountered during construction, the Department maintains the flow of the field tile along the right-of-way by constructing junction vaults and additional connecting pipes at least 2' larger than the adjoining pipe. Because we are still in the preliminary stage of development, the specific details on your concern will be addressed at a later date.

Again, thank you for your input concerning the US 20 project. Your comments will become a permanent part of the project record. If you have any questions, please contact Jon McCormick at (815)284-5513.

Sincerely,

Gregory L. Mounts
District Engineer



By: Ross E. Monk
Engineer of Program Development

Enclosure

St/us 20 freeport galena/full input/heidenreich



Illinois Department of Transportation

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Job No. P-92-004-92
US 20 Glacier Shadow Pass Study - Galena to Freeport

August 20, 2003

Mr. Dennis Heidenreich
236 West Main
Elizabeth, Illinois 61028

Dear Mr. Heidenreich:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present the Department's planned improvements to U.S. Route 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The Department understands the difficult situation in which you have been placed because of the proposed freeway alignment bisecting and landlocking portions of your property. Enclosed for your information and better understanding of IDOT's land acquisition process is a brochure entitled "Highway Improvements & Property Rights" and a booklet entitled "A Landowner's Guide to Land Acquisition by the State and Eminent Domain". These documents provide general information concerning the procedures that lead to the acquisition of right of way and the citizen's rights and privileges before, during, and after such acquisition.

Generally, the Department remains flexible when dealing with landlocked parcels. Two possible compensation options exist. The Department either pays severance damages or purchases the remnant. When compensations take place, the Department is obligated to pay a just level of compensation, which will include any fair market value reduction of the remaining property. This would extend to purchase of buildings as well as land.

The State of Illinois expects to build the project in approximately seven usable construction sections, each section taking 2-3 years to construct. The entire project between Galena and Freeport could take 15-20 years to complete, or even longer, depending on availability of funds. In the interim, all affected owners should continue to maintain their property, as condition will be considered in the future appraisal of property and buildings to be acquired.



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August 20, 2003

Mr. Larry Stoneburner
1048 N. Clark
Galena, Illinois 61036

Dear Mr. Stoneburner:

Thank you for your comments provided as part of the Illinois Department of Transportation's (IDOT's) Public Hearing that was held on June 25, 2003 at Highland Community College in Freeport, and on June 26, 2003 at the Galena Convention Center in Galena, for proposed improvements to U.S. Route 20 from Freeport to Galena. The hearing was held to present IDOT's planned improvements to US 20 and to solicit public input. Approximately 600 people attended the hearing and numerous comments were provided.

The purpose of this proposed highway is to provide a transportation facility that properly addresses existing and projected system deficiencies and seeks to improve the safety and efficiency of the transportation system. This would include the high level of trips caused by increasing community and economic development within the area. The proposed improvements will integrate the needs of travel safety, increased development, system capacity, community access, and system continuity.

Nationally, interregional truck travel has risen dramatically as the trucking industry has accounted for an increasing share of shipping since the 1960's. Completion of major segments of the interstate highway system in the 1970's provided a large boost to the use of trucks to transport freight. Travel by commercial truck has continued to grow ever since. Truck travel in the study area is expected to continue to grow. This truck traffic, primarily local in nature, will be focused along US Route 20 since it is the only major east-west highway in the area. Existing U.S. Route 20 was not designed to accommodate the larger trucks that are currently the norm for the trucking industry, and a new freeway would accommodate the projected traffic mix more effectively.